

## **5-Year "Taxi Into Obstruction" History (1998-2002)**

(**Bold** print indicates accidents)

**1998** (1 accident, 4 incidents)

**98-01, 2 Jan 98, ME, C-172, While taxiing in the tie-down area, the right wing impacted a camper top on a pickup truck. The camper top was not seriously damaged, however the wing sustained substantial leading edge and rear spar damage. (\$10,481)**

98-11, 12 Mar 98, TX, C-182, While taxiing during a CD "Drop-In" mission, the crew became preoccupied with reading aircraft tail numbers and struck a chain link gate with the right wing. (\$2,500)

98-13, 29 Mar 98, MD, C-172, While taxiing to park the aircraft, the pilot caused the left wing to contact a chain-link fence. The wing sustained leading edge and landing light damage approximately two feet inboard from the wingtip. (\$1285)

98-14, 29 Mar 98, GA, C-172, After refueling, the aircraft was taxied to the tie-down area. As it was taxied into the parking spot, the left wing struck the right wing of the adjacent BE-18. The C-172 sustained damage to the wingtip, as well as a cut in the leading edge of the wing. Rib damage was discovered after removal of the inspection plate. The BE-18 received scratches on the wingtip. (No claim)

98-18, 1 May 98, NM, C-172, While taxiing out of the tie-down area, the right wing struck the wing of a parked C-172. Approximately sixteen inches of the leading edge and the wingtip were damaged. (No claim)

**1999** (3 incidents)

99-02, 6 Feb 99, GA, C-172, While taxiing during a SAR training mission, the CAP C-172 was taxied into the wing of a privately owned Beech Bonanza. The CAP aircraft received damage to the wing tip and leading edge. The Bonanza wing had a paint scratch. No one was injured. (No claim)

99-11, 9 Jun 99, NC, C-182RG, During a refueling stop, the pilot made a 180-degree turn at the fuel pump, allowing the tail of the aircraft to strike a chain link fence. The right elevator sustained sheet metal damage and popped rivets. (No claim)

99-14, 2 Jul 99, AK, DHC-2, While taxiing the aircraft from a dock, the right wing struck the tail of another CAP-owned Beaver causing sheet metal damage to only the taxiing aircraft. (No claim)

**2000** (2 incidents)

00-07, 17 Feb 00, NY, C-172, While positioning the aircraft for upcoming maintenance, the pilot turned in front of a hangar without sufficient clearance to avoid striking the hangar door with the left wingtip. Approximately \$1500 damage was done to the left wingtip and leading edge of the wing. (No claim)

00-24, 1 Dec 00, AK, DHC-2, The pilot was taxiing the ski-equipped aircraft down a taxiway from the wing maintenance facility to the airfield. A roadway intersects the taxiway and both were snow packed. A truck was driving down the road toward the intersection at a high rate of speed. The Beaver pilot, fearing a collision with the truck, taxied to the right of the taxiway to increase the distance from the truck. As he steered to the right, the right tip of the horizontal stabilizer struck a road sign and was damaged. (\$18,923)

**2001** (7 incidents)

01-01, 4 Jan 01, NE, C-172S, During a CAPF 91 flight evaluation, the pilot altered his taxi route to avoid ice and snow accumulation and struck a power pole with the right wing. (\$2,370)

01-09, 19 Apr 01, AK, DHC-2, While taxiing the aircraft to a maintenance facility, the tail of the aircraft struck a concrete road divider as it pulled into its parking spot. The right elevator, torque tube and hinge points were damaged. (No claim)

01-10, 30 Apr 01, CT, C-172, While taxiing in to park, the pilot maneuvered the C-172 in such a way as to allow the horizontal stabilizer to slide under the wing of a privately owned Beech Skipper. The C-172 was scratched, however the Skipper suffered a bent pitot tube. (No claim)

01-13, 17 May 01, TN, C-182Q, While taxiing to park, the aircraft was proceeding down the edge of the ramp when a dog approached the aircraft. The pilot applied brakes and attempted to shutdown the engine. The aircraft swerved right, allowing the right wingtip to strike a light pole that was located near the edge of the ramp. (\$593)

01-15, 20 May 01, AK, C-172, The pilot was taxiing from the CAP maintenance hangar to a nearby airfield for the first time when he became disoriented. The pilot inadvertently taxied onto a road and went past the airfield. After realizing the mistake, he was preparing to turn the aircraft around when the right wingtip struck a tree. (\$4,842)

01-21, 5 Jul 01, WV, C-172, While maneuvering the aircraft with the tow bar, the right wing tip contacted the hangar door. The minor damage to the wing tip has already been repaired at a cost of \$450. (No claim)

01-26, 25 Aug 01, ME, C-182, While taxiing the aircraft to a parking spot, the pilot struck a security fence with the left wing tip. The wing tip was cracked. Damage is estimated at \$500. (No claim)

**2002** (1 accident, 12 incidents)

02-05, 3 Jan 02, WA, C-182, The pilot removed the aircraft from the hangar and began to taxi out for takeoff. His mission that day was an AFRCC-issued, actual SAR mission. While taxiing, the windscreen fogged over, diminishing visibility to the point where the pilot could only see the taxi line. The pilot was unaware that a flat bed truck carrying a portable toilet had parked near the taxiway. The right wing contacted the portable toilet causing approximately \$5000 damage to the leading edge of the wing. (Not yet repaired)

02-07, 15 Jan 02, TN, C-172P, While taxiing out for a CAPF 5 annual check ride, the pilot struck a stationary fuel truck with the aircraft's left wingtip. Besides the superficial damage to the wing, the outboard wing rib was also damaged. The LO reports that the fuel truck did not receive any significant damage. (\$615)

02-09, 26 Jan 02, AL, C-172, While taxiing in from attending a glider orientation program, the pilot struck a metal support beam on a hangar with the right wingtip. The pilot was not injured, but the right plastic wingtip was broken. (No claim)

**02-10, 26 Jan 02, NJ, C-172P, After one hour of dual instruction and three excellent takeoffs and landings, the CFI exited the aircraft so the cadet could fly another solo sortie. The solo flight went well until he approached a fuel truck on his taxi back. The cadet stopped prior to reaching the truck, but when he resumed taxiing the right wingtip struck the truck's right front corner and mirror. The collision turned the aircraft into the fuel truck's right rear, where the prop struck several times. The cadet was not injured. The wing, prop, spinner and possibly the engine were damaged. The fuel truck, belonging to Leading Edge Aviation, received damage to the mirror and the tank skin. (\$27,359)**

02-11, 26 Jan 02, KS, C-172P, While taxiing into a parking spot after a cadet orientation flight, the pilot reported having difficulty turning or stopping the aircraft. The pilot did, however, manage to turn the aircraft to the right behind a C-340 owned by Antioch Resources, but the C-172s left wingtip clipped the fiberglass tail cone on the C-340. There is no damage to the CAP C-172. Estimates to repair the damaged C-340 have not yet been received. (\$10,200)

02-12, 17 Feb 02, NV, C-206, While preparing to launch on an Olympic Support Mission, the pilot started the engine before any of the crewmembers had fastened their seat belts. With the parking brake set, the pilot attempted to help untangle the observer's shoulder harness. The brake was inadvertently released and neither crewmember noticed the aircraft moving. Before the aircraft could be stopped, the aircraft veered to the right and collided with the hangar door. Besides damage to the hangar door, the propeller, the wingtip and possibly the engine were also damaged. No injuries were reported. (\$31,961)

02-16, 11 Mar 02, TN, C-182Q, While taxiing in after landing, the pilot was maneuvering near a building and struck an entrance structure with the left wing tip. (\$444)

02-17, 9 Mar 02, TX, C-172P, While taxiing near a hangar, the pilot lost all braking capability and ran the prop and right wing tip into the hangar door. The engine experienced a sudden stoppage. Repairs are estimated at \$23,000. Initial investigation revealed that both inside brake pads on both main landing gear (two total) fell out within 7 feet of one another. The brake pads were broken when found on the ground. The Flight Operations Officer revealed that the brakes had last been worked on 290 flight hours prior to the mishap. (\$13,102)

02-20, 6 Apr 02, NY, C-182, After flying to Syracuse Airport to conduct AF ROTC orientation flights, the pilot taxied the left wing into a sign adjacent to the ramp. The leading edge of the left wingtip was damaged. (\$7,393)

02-25, 30 May 02, HI, C-182, While taxiing back to parking, the pilot attempted to maneuver between a helicopter and a chain link fence. The right wing struck a fence post and was dented approximately two feet inboard of the wingtip. (No claim)

02-31, 16 Jul 02, IA, C-182R, During a checkride, the pilot taxied a wing into a hangar door. The fairing and strobe light were damaged. (No claim)

02-36, 3 Aug 02, MD, C-182, N9478X, 42 year old, private pilot with 800 flight hours and a 55 year old scanner in the right seat were taxiing during daylight hours down a road/taxiway, that other aircraft had been seen taxiing on, while in search of a parking spot. While looking for the parking location on the left, the right wing struck a fence post resulting in a dent to the leading edge. An estimate of the repair cost was not submitted. (\$280)

02-42, 7 Sep 02, WA, C-182R, N9322X, A 37-year-old private pilot with 350 hours of flight time on a C-1 proficiency flight, taxied the wingtip into a piece of heavy construction equipment. The left wingtip was damaged. A repair estimate has not yet been received. (\$247)

**5-Year Total Cost (So Far): \$130,225.**